



City of Seattle Initiative No. 83

CITY OF SEATTLE

INITIATIVE NO. 83

“Initiative Measure Number 83 concerns prohibiting use of City rights-of-way for any new monorail lines.

If enacted, this the measure would prevent construction of any new monorail lines, such as the Green Line, by prohibiting the City from allowing any new monorail lines to cross or otherwise use City streets or sidewalks. Under this measure, any authorization for use of City rights-of-way for new monorail lines would be revoked.

Should this measure be enacted into law?

Yes.....
No.....

City Attorney’s Explanatory Statement

The law as it is now:

State law allows voters in certain cities to create a city transportation authority to build and operate a monorail system. The monorail system may use a city’s rights-of-way (which include city streets and sidewalks) only with that city’s consent.

In November 2002, Seattle voters created a city transportation authority (now known as the Seattle Monorail Project, or SMP) with the power to construct and operate a 14-mile monorail line from Ballard and West Seattle to Downtown (the Green Line), to collect a 1.4% motor

vehicle excise tax (MVET), and to plan for additional monorail lines. The Green Line would be an elevated system using City rights-of-way in addition to other public and private property.

The City adopted an ordinance authorizing the mayor to sign an agreement with the SMP to let SMP use some of the City’s rights-of-way for the Green Line. Another City ordinance prohibits SMP from starting to construct the Green Line in City rights-of-way until City officials approve permits and final construction plans.

The effect of the initiative if it becomes law:

I-83 would prohibit the City from allowing the use of City rights-of-way for any new monorail transit facilities, such as the Green Line.

I-83 would prevent construction of the Green Line by prohibiting the mayor from signing an agreement to let the SMP use City rights-of-way, and by barring City officials from approving permits and final construction plans for the Green Line within City rights-of-way. If the mayor had already signed such an agreement or a City official had already approved such a permit or plan, I-83 would revoke the agreement or approval and declare it null and void.

I-83 would not directly affect the SMP’s power to collect a 1.4% MVET or to plan for additional monorail lines.

I-83 would not affect the existing monorail line between Seattle Center and Westlake Center.

As with any City initiative the City Council could not amend or repeal I-83 for two years after its approval.



COMPLETE TEXT OF Initiative 83

AN ORDINANCE to prohibit the use of City right-of-way for construction or operation of new monorail transit facilities

WHEREAS, the Seattle Monorail Project has approved an alignment for the proposed Green Line monorail segment; and

WHEREAS, the proposed Green Line will likely cause significant disruption of and impacts to the visual and aesthetic qualities of the City neighborhoods through which it passes, including but not limited to view corridors through the downtown core which this City has long sought to protect through various policy and regulatory measures; and

WHEREAS, the proposed Green Line also will likely cause significant impacts to historic resources in Pioneer Square, to residences and businesses along its proposed route and to the qualities valued by the citizens of the City of Seattle in the Seattle Center; and

WHEREAS, it is not reasonable or practical to mitigate

these impacts if the construction of elevated monorail facilities is allowed to occur in public right-of-way;

NOW, THEREFORE, be it ordained by the City of Seattle as follows:

Section 1. A NEW Section 15.54.030 of the Seattle Municipal Code is added to read as follows:

SMC 15.54.030. Use of Public Right-of-Way for New Monorail Facilities Prohibited.

From and after the effective date of this enactment, the construction, operation or use of City right-of-way for monorail transit facilities is prohibited. Any agreement, contract, permit, license, grant or other authorization for use of City right-of-way for monorail transit facilities shall be revoked and declared null and void. This enactment shall not extend to any monorail transit facilities in operation prior to December 31, 2003.

Section 2. If any one or more portions of this enactment shall for any reason be held invalid, such invalidity shall not affect any other portion of this enactment, but this enactment shall be construed and enforced as if such invalid portion or portions had not been contained herein.

City of Seattle Initiative No. 83



Statement For

Vote YES on Initiative 83, to tell the Monorail Project to come up with a better plan. Monorail supporters repeatedly promised a revote if plans changed. The new monorail plan has changed fundamentally. We've never voted on this plan.

The new monorail plan is not what voters approved:

Now we see that because of poor financial planning, we would be paying for 40 years, instead of 25.

Now we see that sections of the line would be one track instead of two, reducing capacity, speed and expandability.

Now we see that, unlike the graceful structure promised, there will be bulky columns and massive switch platforms over streets.

The new monorail plan won't solve anyone's traffic problems.

Most monorail riders would switch from buses, removing few cars from roads. There's no plan for integration with Metro, but its resources would have to be diverted from other neighborhoods to serve stations.

With no parking provided at stations, auto commuters who do come would clog neighborhoods as they park.

At \$1.75 billion, the new monorail is the most expensive city project ever.

Statement Against

"The people of Seattle face yet another round in the battle to build an innovative transportation system. Having three times overcome resistance from City Hall and others, the monorail movement faces a recall effort largely financed by wealthy downtown property owners.

This newspaper supported the Seattle Monorail Project, and so far we've yet to see a convincing argument for reconsidering — let alone abandoning — the project.

But the larger question is not simply whether we should build this monorail project but whether we will be able to build any major transportation project in this city. Will even voter approval be enough to protect against a parade of plebiscites to second-, third-, and fourth-guess every big-dollar effort?

...And it's likely back to the courts after that [the election] if this attempt to scuttle the monorail is successful...

For now, it's 'The People vs. the Powers that Be — Round Four.'"

Seattle Post-Intelligencer, Editorial, 9/17/04

We can't afford to delay the transportation, economic and environmental benefits of the monorail. Let's build it.

Give Seattle a clean, green alternative to traffic and congestion. Say no to sprawl, no to obstructionists, no to more delay and No to I-83.

We've never voted on this plan. Now it's time. Vote YES on I-83 to reconsider and develop a sensible plan.

Rebuttal of Statement Against

Seattle was promised a mass transit plan that works. But they changed the plan.

They promised it would be like Vancouver's SkyTrain. But this plan's trains, platform sizes and capacity is one-third the size.

They promised expansion. This plan isn't designed to grow.

They promised integration with light rail. This plan has no transfer stations.

They promised a 25 year payoff. This plan takes 40 years.

This is NOT the plan we voted for.

Statements Prepared By:

Liv Finne, Co-Chair
Jim Day, Co-Chair
Tim Wulf, Co-Chair

Yes On I-83 Committee
P.O. Box 19848
Seattle, WA 98109
Telephone/Fax: 352-7452
volunteer@monorailrecall.com
www.monorailrecall.com

Rebuttal of Statement For

The entire 14-mile route, as promised.

Trains arriving every few minutes, as promised.

Time-certain mobility, no matter what the traffic, as promised.

Twenty million trips per year to downtown, Seattle Center, Pike Place Market and Stadiums, as promised.

How many plans? How many votes? It is time to move forward with real rapid transit in Seattle.

Please join Governors Dan Evans, Booth Gardner, and thousands of Seattle citizens and vote NO on Initiative 83!

Statements Prepared By:

Peter Hurley, Executive Director, Transportation Choices Coalition
Jeanne Kohl-Welles, Washington State Senator
Steve Williamson, Executive Secretary, King County Labor Council, AFL-CIO

No on I-83 Committee
No Recall, Go Monorail
PO Box 2302
Seattle, WA 98111-2302
Telephone: 206-963-7131
Internet: www.norecallgomonorail.com



City of Seattle

WORKING FOR A CANDIDATE OR BALLOT ISSUE

If you wish to become active in a candidate or ballot issue campaign, you can contact the committee listed with each candidate statement and each ballot issue argument.

MAKING CAMPAIGN CONTRIBUTIONS

Candidate and ballot issue committees need campaign contributions to give voters the necessary information to make informed choices. Therefore, another method of participating in the election process is to contribute to committees organized to promote candidates or to promote or oppose ballot issues. The following are City and State regulations that apply to campaign contributions for City candidate committees, and City ballot issue committees:

- Candidate and ballot issue committees may accept in-kind, as well as monetary contributions (contributions of more than \$60 must be by check).
- No campaign may accept currency contributions of more than \$60. Contributions that total more than \$60 in the aggregate and are made by a single contributor must be made by written instrument.
- Seattle City Ballot issue committees may not accept contributions of more than \$5,000 during the last 21 days before the Primary Election or within the last 21 days before the General Election.
- The 2004 Elections cycle for issues appearing on the ballot in September or November ends on April 30, 2005. Committees are required to file a Final Report no later than May 10, 2005 for the period ending April 30, 2005.
- Campaigns are required to report occupation and employer information for contributions of more than \$100 in the aggregate. Contributors who make contributions of more than \$100 are required to provide their occupation, name, city, and state of their employer. If the contributor is self-employed, the name under which he or she does business is required.

For more information, contact the Seattle Ethics and Elections Commission:

polly.grow@seattle.gov 206-615-1248

Internet: www.seattle.gov/elections



City of Seattle

CITY OF SEATTLE YARD SIGN REGULATIONS

In Seattle, temporary political signs are governed by SMC 23.55, which regulates all temporary signs. The regulations provide that yard signs may be placed on private property or on planting strips abutting private property, with the consent of the property occupant. Such signs may be in place at all times.

SINGLE FAMILY ZONES

In single family zones, signs may be no larger than eight (8) square feet and may not exceed eight (8) square feet total signage per single family residential lot. If the signs are 18" x 24", two signs could be placed on one residential lot, if the signs are 2' x 3', only one sign could be placed on each residential lot.

OTHER ZONES

In zones other than single family residential, the maximum size of signs is twenty-four (24) square feet, and the total amount of signage may not exceed twenty-four (24) square feet per lot, except that each dwelling unit may have eight (8) square feet for the use of that occupant, which may cause the total amount of signage to increase to more than twenty-four (24) square feet when there are more than three (3) dwelling units.

ALL ZONES

In all zones, for four fourteen-day periods, temporary signs may cover up to thirty-two (32) square feet per lot. That could be the equivalent of ten yard signs that are 18" x 24" in place for a two month period. If the signs are of non-rigid material (e.g., banners) they may cover up to thirty-six (36) square feet, but the total signage may not exceed one-hundred (100) square feet per lot.

These provisions are enforced by the Department of Planning & Development, 684-7899.

PUBLIC PROPERTY

The law has always prohibited, and still prohibits, placement of all signs on public property, including but not limited to: medians, boulevards, parks or public golf courses, greenbelts, rights of way to arterials or freeways, bridges or overpasses or planting strips that abut public property, such as schools, public buildings, parks or public golf courses. Complaints about signs on public property or the planting strip adjacent to public property should be directed to the city agency responsible for that property, e.g. the Library, Parks & Recreation, etc. Complaints about signs in a public right of way should be directed to the Seattle Transportation Department at 684-ROAD (7623).